The Hongkong Telegraph.

ESTABLISHED 1881.

NEW SERIES No. 124 日十初月七年一十二緒光 THURSDAY, AUGUST 29, 1895. 四拜禮 號九廿八英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital£1,000,000
Subscribed Capital.....£ 500,000

HEAD OFFICE:—HONGKONG.

Court of Directors:—
D. Gillies, Esq. | Chow Tung Shang, Esq.
H. Stolterfoht, Esq. | Kwan Hoi Chuen, Esq.
Chan Kit Shan, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per Cent.
Hongkong, 23rd October, 1893. [7

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL£1,500,000
SUBSCRIBED£1,125,000
PAID-UP£ 562,500

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST ALLOWED on CURRENT ACCOUNTS at the Rate of 2 per cent. per annum on the Daily Balance.

ON NEW FIXED DEPOSITS:—
For 12 Months.....4 per cent.
" 6 " 3½ "
" 3 " 2½ "
DEPOSITS RENEWED ON OLD TERMS.

JOHN THURBURN,
Manager, Hongkong.
Hongkong, 2nd August, 1895. [8

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£325,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

On Fixed Deposits for 12 months... 4 per cent.
" " " 6 " ... 3½ "
" " " 3 " ... 2½ "

T. E. SANSOM,
pro. Manager, Hongkong.
Hongkong, 1st August, 1895. [905

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL$10,000,000
RESERVE FUND$ 5,500,000
RESERVE LIABILITY OF PROPTORS...$10,000,000

COURT OF DIRECTORS:
J. KRAMER, Esq.—Chairman.
Hon. A. MACONACHIE.—Deputy Chairman.
Hon. J. J. Bell-Irving. | S. C. Michaelsen, Esq.
G. B. Dodwell, Esq. | D. R. Sassoon, Esq.
M. D. Ezekiel, Esq. | N. A. Siebs, Esq.
R. M. Gray, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.
MANAGER:
Shanghai—H. M. BEVIS, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

INTEREST ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

T. JACKSON,
Chief Manager.
Hongkong, 10th August 1895 [484

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st August, 1895. [484

Intimations.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that at a MEETING of the DIRECTORS of this Company held at the Company's Office, Connaught House, Queen's Road Central, Victoria, Hongkong, on FRIDAY, the 2nd August, 1895, a FINAL CALL of TWENTY-FIVE CENTS PER SHARE was made upon All Members holding Ordinary Shares of the Company, and that the same will be PAYABLE to the SECRETARY at the Office of the Company aforesaid, or to Messrs. SYME & Co., the Company's Agents at Singapore, on or before TUESDAY, the 3rd September, 1895.

And Notice is also given that, in accordance with Clause 24 of the Company's Articles of Association, if the Sum Payable in respect of any Call be not PAID on or before the said 3rd September, 1895, the Holder for the time being of the Share in respect of which the Call shall have been made shall Pay Interest for the same, at the rate of TEN DOLLARS per Centum per Annum, from the said 3rd September, 1895, to the time of the actual Payment.

SHAREHOLDERS are requested to note that SCRIP must be sent in when Paying Calls, in order that such Payments may be endorsed thereon.

By Order of the Directors,
JAMES B. DUNCAN,
Secretary.
Hongkong, 2nd August, 1895. [1033

NOTICE.

ALL BRITISH SUBJECTS wishing to become MEMBERS of the HONGKONG BRANCH of the

NAVY LEAGUE

are invited to communicate with the Undersigned at his Office No. 15, Queen's Road.

E. W. MITCHELL,
Hon. Secretary, *pro. tem.*
Hongkong, 23rd August, 1895. [1136

Intimations.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED.

28, *QUEEN'S ROAD CENTRAL.*



SPECIAL DAGGER PACKING FOR HIGH PRESSURE, ROUND OR SQUARE.
ASBESTOS PACKINGS of every description.
ASBESTOS SHEETS, MILLBOARDS, CANVAS, &c.
ASBESTOS COMPOSITION for COVERING BOILERS and STEAM PIPES.
CANVAS CORE PACKING (Tuck Form). SPECIAL ENGINE and CYLINDER OILS
ASBESTOLINE, the most economical lubricant.
ALL GOODS BEARING TRADE MARK GUARANTEED.
Hongkong, 25th February, 1895. [189

"AQUARIUS,"

A SPARKLING MINERAL WATER

MANUFACTURED FROM TREBLE DISTILLED WATER.

Mixes perfectly with all Wines and Spirits and does not discolor or alter their flavor as is so often the case with other Mineral Waters containing Iron, &c.

SOLE AGENTS:—

CALDBECK, MACGREGOR & Co.

15, QUEEN'S ROAD. *TELEPHONE No. 75.*
Hongkong, 29th August, 1895. [939

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

In cases of 2 doz. pints.....$35 per case.
do 1 " quarts$33 "

SHEWAN & Co.,
Agents.
Hongkong, 13th May, 1895. [634

MOUNT AUSTIN HOTEL.

ON

SATURDAY next, 31ST AUGUST,

By kind permission of Lieut.-Col. BARROW and OFFICERS, the BAND of the HONGKONG REGIMENT will play during DINNER and afterwards in the Grounds of the Hotel.

THE TABLE D'HOTE DINNER

IS SERVED IN THE GRAND DINING ROOM AT 8.00 P.M.

Arrangements can be made for Dinner Parties in Private Rooms. Tables or Seats can be reserved for the Table d'Hote, and Wines iced to Order.

MOUNT AUSTIN HOTEL.
Hongkong, 27th August, 1895. [845

KELLY & WALSH, LD.

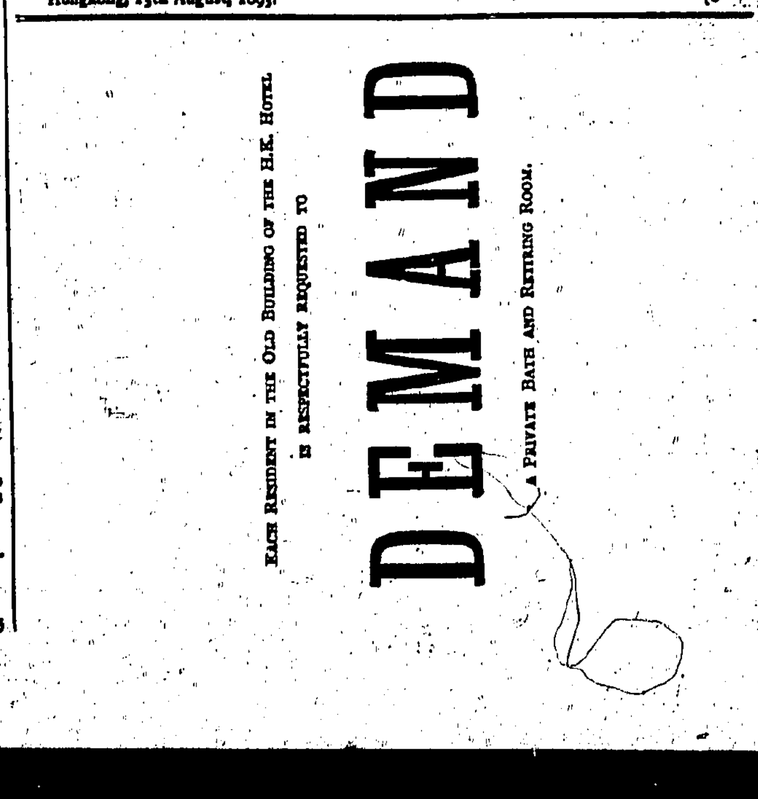
JUST PUBLISHED

A HISTORY OF HONGKONG from The Beginning to 1882, by E. J. EITEL, Ph. D.
Account of an EXCURSION to the LOFOU MOUNTAINS, by F. S. A. BOURNE, H.B.M. Vice-Consul, Canton.
CHINESE CHARACTERISTICS: New Edition—Illustrated; PEOPLE and POLITICS of the FAR EAST, HENRY NORMAN.
HISTORY of the MONETARY SYSTEMS of the WORLD, by A. DELMAR.

NEW NOVELS:—

BESSIE COSTRELL, by Mrs. Humphrey Ward.
Mystery of Cloomber: A. Conan Doyle.
Story of Christine Rochefort, by Helen Prince.
Matthew Furth, by Ida Lemon.
The Prisoner of Zenda: Anthony Hope.
A Little Sister to the Wilderness.
The Despotic Lady: W. E. Norris.
Beatrice: Rider Haggard: cheap edition.
A MAID OF THE MANSE: E. Esler.
Some Men are Such Gentlemen, by A. Kenealy.
Stories from the Diary of a Doctor.
Almayer's Folly: Story of an Eastern River.
Sinners Twain, by John Mackie.
An Egyptian Princess: George Ebers.
An Apostle of Freedom: Tale of the Anarchists.
The Zeit Geist, by L. Dougall.

Hongkong, 15th August, 1895. [6



Insurances.

TYPHOON INSURANCE.

NOTICE.

HOUSE-OWNERS, TRUSTEES, MORTGAGEES and Others interested in HOUSE PROPERTY are informed that THE COMMERCIAL UNION ASSURANCE COMPANY, LIMITED, are prepared to accept Risks against LOSS or DAMAGE by TYPHOONS at Moderate Rates.

For Particulars, apply to
WM. MACBEAN,
LOCAL MANAGER, Hongkong Branch,
Connaught House,
Queen's Road Central.
Hongkong, 1st July, 1895. [869

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.
Hongkong, 28th May, 1895. [701

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000 } $833,333.33.
EQUAL TO
RESERVE FUND $318,000.00.

BOARD OF DIRECTORS.
LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEE.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the World.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1888 [940

NOTICE.

THE PO ON MARINE INSURANCE AND GODOWN COMPANY, LIMITED.

CAPITAL:—EIGHT HUNDRED THOUSAND DOLLARS ($800,000).

BOARD OF DIRECTORS:
Chü Sip Chuen, Esq., of Messrs. Chü Kwong Lan.
Ün Ot Ü, Esq., of Messrs. Kung Yuen.
Lau Chuk Hin, Esq., of Messrs. Kung Yuen.
Chü Shad Chi, Esq., of Messrs. Chü Yau Lan.
Chü Chenk Kwan, Esq., of Messrs. Hang Kee Hong.
Lo Shad Ü, Esq., of Messrs. Quan Hing Loong.
Chü Sui Man, Esq., of Messrs. Chü Foo Lan.
Chü Keang Wen, Esq., of Messrs. Tung Chan Hong.

THIS Company having been duly Incorporated will accept RISKS from the 13th instant, at Current Rates.

Head Office:—No. 128, Wing Lok Street.

ÜN LAI CHUEN,
Secretary.
Hongkong, 10th August, 1895. [1064

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED

CAPITAL SUBSCRIBED$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

CHAU TSEUNG FAT,
Secretary.
HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 26th May, 1894 [784

GENERAL NOTICE.

THE CHAI ON MARINE INSURANCE COMPANY, LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the World payable at any of its Agencies.

CHAN HEWAN,
Secretary.
HEAD OFFICE,
No. 42, BONHAM STRAND WEST.
Hongkong, 22nd August, 1895. [1134

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd September, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 24th August, 1895. [1145

Shipping.

STEAMERS.

FOR HAVRE, HAMBURG AND ANTWERP.

THE Steamship

"STRATHFILLAN,"

Captain Osborne, will be despatched for the above Ports on WEDNESDAY, the 4th proximo, at Noon, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 28th August, 1895. [1072

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ANNANDALE,"

Captain Milne, shortly expected, will load here for the above Port, and will have quick despatch.

Rate of Freight for Matting 25/- per ton of 40 cubic feet.

For Freight, apply to
SHEWAN & Co.
Hongkong, 30th July, 1895. [1011

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI, CHEFOO AND NEWCHWANG.

THE Company's Steamship

"FOOKSANG,"

Captain Anderson, will be despatched as above TO-MORROW, the 30th instant, at 4 P.M.

For Freight or Passage, apply to.
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 28th August, 1895. [1162

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain Thomson, will be despatched as above on or about 30th instant.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 16th August, 1895. [1096

"GLEN" LINE OF STEAM PACKETS.

FOR KOBE AND YOKOHAMA.

THE Steamship

"GLENEARN,"

Captain Murray, will be despatched as above on SATURDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 28th August, 1895. [1161

FOR MANILA (DIRECT).

THE Steamship

"AMUR,"

Captain Mears, will be despatched for the above Port on SATURDAY, the 31st instant, at 5 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated amidship; and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
VILLA, LOPEZ & Co.,
Agents.
Hongkong, 27th August, 1895 [1159

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail Steamer to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LEGHORN), VENICE, TRIESTE and GENOA; all MEDITERRANEAN, ADRIATIC PORTS, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

THE Steamship

"LETIMBRO,"

Captain Di Marco, will be despatched as above on TUESDAY, the 3rd September, at Noon.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 24th August, 1895. [1148

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"CHELYDRA,"

Captain R. Cass, will be despatched as above on TUESDAY, the 3rd September, at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 27th August, 1895. [1156

"GLEN" LINE OF STEAM PACKETS.

FOR LONDON, VIA SUEZ CANAL.

THE Steamship

"GLENAVON,"

Captain Norman, will be despatched as above on or about TUESDAY, the 3rd September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 10th August, 1895. [1083

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"DIOMED,"

Captain Bartlett, will be despatched as above on TUESDAY, the 10th September.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 23rd August, 1895. [1143

"SHIRE" LINE OF STEAMERS.

FOR LONDON, HAMBURG AND ANTWERP.

THE Steamship

"CARMARTHENSHIRE,"

Captain Sincock, will be despatched for the above Ports on or about the 22nd September.

For Freight or Passage, apply to
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 22nd August, 1895. [1063

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L.I.I. American Ship

"P. N. BLANCHARD,"

Blanchard, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 31st July, 1895. [1016

FOR NEW YORK.

THE 3/3 L.I.I. American Bark

"GEO. S. HOMER,"

Hemeon, Master, having arrived To-day, is now loading here for the above Port, and will have quick despatch.

For Freight, apply to
ARNHOLD, KARBERG & Co.
Hongkong, 31st July, 1895. [1015

FOR BALTIMORE.

THE 3/3 A.I.I. American Bark

"FRED. P. LITCHFIELD,"

C. B. Chadbourn, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
MELCHERS & Co.,
Agents.
Hongkong, 3rd August, 1895. [1044

FOR SAN FRANCISCO.

THE 100 A. I. British Ship

"LYNDHURST,"

Martin, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 20th May, 1895. [707

Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

S. S. "OLDENBURG."

THE above named Steamer having arrived. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will go on to Shanghai unless notice to the contrary be given before THIS AFTERNOON, at 4 P.M.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 4th September, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns where they will be examined on WEDNESDAY, the 4th September, at 3 P.M.

All Claims must reach us before the 6th September, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
MELCHERS & Co.,
Agents.
Hongkong, 20th August, 1895. [1140

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship
"CHELYDRA"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. of the 28th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, 26th August, 1895. [1153

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S. S. "AFRIDI."

FROM GLASGOW, LIVERPOOL, MIDDLESBROUGH AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd proximo, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd proximo, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd proximo, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.
Hongkong, 24th August, 1895. [1119

"GLEN" LINE OF STEAM PACKETS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship
"GLENSHIEL"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 30th instant, will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 6th proximo, otherwise they will not be recognised.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
Agents.
Hongkong, 23rd August, 1895. [1138

To-day's Advertisements.

NOTICE.

DURING my Temporary Absence from the Colony, my Business will be in charge of Mr. J. Y. V. VERNON, who holds my Power of Attorney.

ERICH GEORG,
Share Broker.

Hongkong, 29th August, 1895. [1166

CHINA NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, BATAVIA, SAMARANG AND SOURABAYA.

THE Steamship

"HUPEH,"

Captain Everist, will be despatched TO-MORROW, the 30th instant, at Daylight.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th August, 1895. [1142

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Steamship

"SUNGKIANG,"

Captain C. B. N. Dodd, will be despatched on SATURDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th August, 1895. [1165

OCEAN STEAMSHIP COMPANY.

FOR NEW YORK, VIA SUEZ CANAL.

THE Company's Steamship

"NESTOR,"

Captain Asquitt, will be despatched on SATURDAY, the 31st instant.

Rate of Freight on Matting and General Cargo 25/- per ton of 40 cubic feet.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 29th August, 1895. [1104

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR
SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME, AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS, also to NATAL, EAST LONDON, PORT ELIZABETH and CAPE TOWN.)

THE Company's Steamship

"GISELA,"

Captain A. Mitis, will be despatched as above on THURSDAY, the 5th September.

Cargo will not be received on board after 3 P.M. prior to date of sailing.

For further information as to Passage and Freight, apply to

SANDER & Co.,
Agents.

Hongkong, 29th August, 1895. [1056

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA PORTS OF CALL.

THE Company's Steamship

"OOLONG,"

R. Conradi, Commander, will be despatched as above on or about the 20th September, instead of as previously notified.

For Freight or Passage, apply to

HOLLIDAY, WISE & Co.,
Agents.

Hongkong, 29th August, 1895. [1150

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

BROWN, JONES & CO.

DEALERS IN
ITALIAN AND AMERICAN MARBLE AND HONGKONG GRANITE CEMETERY *MEMORIALS.*

LETTERS CUT AND FILLED WITH IMPERISHABLE LEAD CEMENT.

Intimations.

DAKIN, CRUICKSHANK & COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
SARSAPARILLA.
RASPBERRYADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MESSES and other Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 3rd May, 1895. [27

Intimations.

A. S. WATSON & CO., LIMITED.

VEGETABLE AND FLOWER

SEEDS.

SEASON 1895-96.

Our First Supplies of these best Quality Seeds have arrived, and Orders will be executed in the sequence in which they are received as long as the supply lasts.

SEED LISTS
with
HINTS FOR GARDENING
have been issued and can be obtained on application.

Our Seeds are all tested before being put up in LONDON.

They are packed under our own Supervision, and the greatest care is exercised to insure protection in transit.

Sowings should be made in FINE WEATHER ONLY and the remainder of the packets secured from damp, and kept in a dry place for repeat sowings.

CLAY'S FERTILIZER.

A high-class Fertilizer for Pot-Plants and for use in the Garden generally.

It supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the Plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10 lbs. each.....$1.75.
" " 28 lbs. "$4.50.

Directions for use are given on the Label.

RANSOME'S "NEW PARIS"
LAWN MOWERS.

The Best and Cheapest Machines in the Market.

For Sale at Manufacturers' Prices.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY.
ESTABLISHED A.D. 1841.

Hongkong, 12th August, 1895. [5

The Hongkong Telegraph

HONGKONG, THURSDAY, AUGUST 29, 1895.

RUSSIA'S LATEST MOVE.

The transfer of Gospodeen Speyer (or as Reuter spells the name, Speier) from the post of Russian Minister at the Court of the Shah of Persia to a similar post in Korea may, we think, be taken as an indication that the policy of Russia in the Peninsular Kingdom is about to be altered. Mr. Speyer is generally recognised as a diplomat of a very high calibre. It was he who about three years ago successfully conducted the delicate negotiations between the Shah's and his own government which created considerable alarm in England and on the Continent owing to the fear—a dread that seems to have been well founded—that the Northern Colossus had effected a diplomatic *coup* which in due season would render the absorbtion of Persia a matter of comparative ease. It was Mr. Speyer who in winter of 1884-85, when Korea was in the throes of the memorable Kim O-klun rebellion, paid a mysterious visit to Seoul. He was then a Secretary of the Russian Legation in Tokio and it is believed in some quarters that he was specially delegated by the Russian Minister for Foreign Affairs to proceed to Korea in response to an appeal from the King of Korea who was believed to then fear an invasion of his country by the armies of the Mikado bent on punishing Korea, in no uncertain manner, for the attack on the Japanese Legation and the massacre of a large number of Japanese subjects in Seoul by Koreans. He proceeded to Seoul immediately after his arrival at Chemulpo and was, we understand, virtually the guest of the King's Foreign Adviser, Mr. P. G. von Möllendorff. That Mr. Speyer's mission was a delicate one and that it gave his Government entire satisfaction was shown by his immediate promotion to the post of Russian Minister Plenipotentiary at the Court of Teheran. This skilful diplomat's "flying trip" to Seoul was, however, not very palatable to the British Government and we believe we are right in stating that the occupation of Port Hamilton by Great Britain (which cost the British taxpayers about a quarter of million sterling) was the direct result of Mr. Speyer's mission. That, however, matters little at this juncture, and what we now have to draw attention to is the fact that when Mr. Speyer arrives in Seoul Russia will have stationed in the Far East three of the most skilful and far-sighted diplomats with whom we are acquainted—men of universally recognised ability, indomitable energy, and insatiable ambition. Mr. Hitrovo, the Russian Minister at Tokio, is the ablest diplomat in Japan, and as such has been recognised by a statesman as far-sighted as Count Okuma, while in Peking the Czar is represented by Count Cassini who, as is only too well known, recently accomplished a diplomatic feat which effectually put in the shade the whole of his political colleagues. Mr. Hitrovo, it may be added, inaugurated the onward movement in Bulgaria and Servia, and when it became evident that the time had arrived for the inauguration of a similar movement in the Far East he was transferred to Tokio. The fact of the young Czar—we attribute these moves to the Czar for we think that it is he and not his Foreign Minister who is chiefly responsible for Muscovite activity in the Far East—considering the Far East a suitable field for the residence of three of his well-tried and most crafty diplomats should at least put the other Western Powers on their guard. It is, of course, undeniable that the intentions of the Czar may be quite pacific, and that he has appointed an exceptionally skilful man to represent him in Korea because he desires by virtue of his superior ability to avoid unpleasant complications, but unfortunately we have little cause for assuming that Russia has anything to gain by the peace of the Orient being maintained for any length of time. On the contrary, it seems as though the Czar has all to gain by bringing about a settlement of the Far Eastern Question sooner than Japan and one or two of the Great Powers are likely to approve of.

NOTES AND COMMENTS.

The *Japan Mail* takes exception in a lengthy leading article, and we think with justice, to Mr. Cowen's condemnation, in his recent lecture, of the Japanese operations at the battle of Ping Yang. Mr. Cowen was not present during the action. He appears to be in possession of no more information on the subject than is open to to all the world in the published reports of the Chinese and Japanese, and there appears to be nothing in these reports from which it can be fairly inferred that the strategy of the Japanese was defective or their knowledge of tactics and their tactical dispositions were incomplete. Of course, in a lecture it was impossible for Mr. Cowen to do more than state his conclusions and indicate his reasons for arriving at those conclusions. We hope he will take an early opportunity of justifying in print, and at length, the judgments he has formed and pronounced as to the military ability of the Japanese. It is a question of very considerable interest and importance to all of us.

* * *

We have received from Mr. J. P. Braga a letter in which he discusses with excellent temper and great common sense the question raised by the letter of "Another Victim" in our columns on the 27th inst. We propose to publish it to-morrow. Mr. Braga will, we feel sure, forgive us for keeping it back for a day or two, but we do so that we may be enabled to reply to it and to do full justice to his arguments. We believe that he is mistaken in some of his assertions as to the nationality and rights of a great many of his *confrères* who are spoken of, and speak of themselves, as Portuguese, and as the question is one of great importance and affects not only the Portuguese but the Chinese here, we intend to examine it fully and at some length. Mr. Braga's letter is a reply to our editorial note and not to the letter of "Another Victim," so that we are not departing from our resolution of yesterday not to permit the correspondence initiated by that writer to continue.

* * *

Mr. Huttenbach in the Straits has opened up a new phase of the Military Contribution Question. He proposes that it should be looked upon and designated as a contribution, not towards the expenses of the Garrison of Singapore but towards the general military defence of the Empire That is a move in the right direction, we think, and tends to put the discussion on a sounder base. At the same time there are disadvantages. Singapore might be left without a garrison year after year if troops were wanted elsewhere and no immediate danger threatened the Straits Settlements. On the other hand if the exigencies of the situation required it, Singapore might be turned into a first-class fortress with a garrison equal to that of Gibraltar, without being called on for an additional payment. Mr. Huttenbach proposes to offer 20 per cent. of the Revenue of the Straits Settlements in full of all claims on the Colony, barracks and fortifications included, the present demand of the Home Government being 17½ per cent. of the revenues towards the expenses of the troops and one-third of an expense incurred for barracks or fortifications. There is much to be said on both sides hereto, but Mr. Huttenbach's late colleagues on the Council, who have been fighting this Military Contribution Question, seem to think that Mr. Huttenbach is giving them away. They appear inclined to insist that the arrangement made in London was for the 17½ per cent. contribution to cover all claims for troops, forts, and barracks and that the Colonial office in asking for more is only "bluffing."

* * *

One thing is clear from Mr. Huntenbach's action: He is not, like our unofficial representatives in the Council, carrying on confidential negotiations with the Government on the subject as if he were the only person concerned and his the only purse to be opened. He invites suggestions and criticism from all the world. Our Unofficials think themselves wiser than all the world, and when consulted by the Government on the subject of the Military Contribution allow themselves to act in the matter as if they were principals and not merely agents and representatives, and so they take no one into their confidence.

(Special to *Hongkong Telegraph.*)

TELEGRAM.

THE SITUATION AT FOOCHOW.

MORE MISSIONARY TROUBLE.

PERSECUTION OF CHRISTIANS.

AWFUL ATROCITIES.

FOOCHOW, August 29th.
1.30 p.m.

Brief telegraphic information has just reached here to the effect that the persecution of native Christians is in full swing at Kingwha, about 70 miles from Foochow, and that the unfortunate converts are being subjected to most atrocious treatment.

Thrilling details of the atrocities will probably reach this port to-morrow by couriers despatched from Kingwha.

REUTER'S TELEGRAMS.

GERMANY AND THE RIOTS IN CHINA.

LONDON, August 27th.

It is reported that the German Government has instructed its Minister and the Consuls in China to protect the foreign Missions to the utmost extent and to summon German war-ships the moment that any disorder is threatened.

RUSSIA AND MONTENEGRO.

Russia has presented Montenegro with a large quantity of war material.

TYPHOON WARNING.

Yesterday our Observatory officials "struck oil." They asserted in their meteorological report that a depression was "probably forming in the N.E. part of China Sea," and that their calculations were based on sound data is now beyond question as the following telegram, for which we are indebted to the courtesy of the Spanish Consul at this port, clearly shows:—

"BINONDO, August 28th.
7.52 p.m.

"There is another depression in the Pacific to the East of Luzon."

The weather report issued from the Observatory this morning contains the following information:—On the 29th at 1.20 a.m two lanterns were hoisted vertically. 11.55 p.m. the depression appears to be situated to the north-west of Bolinao. The barometer was falling at 11.55 a.m. and moderate north and north-east winds (probably increasing) and unsettled, squally weather was prevailing.

At 4.50 p.m. a red drum, indicating that the depression was then east of and more than 300 miles from the Colony, was hoisted.

We congratulate Dr. Doberck and his learned *edes* on the accuracy of their yesterday's forecast and can only hope that the success attained in this instance will encourage them to carry on their useful work with renewed vigour and ceaseless watchfulness.

LOCAL AND GENERAL.

COLONEL WRIGHT of the Salvation Army and his squad of thirteen officers, who are on their way to commence the work of the Salvation Army in Japan, will hold a large Salvation Army Meeting in the Wesleyan Church to-night, commencing at 8 o'clock.

THE Chinese new torpedo-catcher *Fei Ting* left at 1.30 p.m. to-day for the north. She is the only fighting ship, worthy the name, that the Chinese possess in Eastern Seas. Others, recently built at home, will soon be out here. When they arrive it is to be hoped they'll be used to keep the unruly populace of Fukkien and Kwangtung in something like fair order.

WE have received from Mr. Ho Amei a very useful pamphlet on the subject of his cholera remedy. It contains a report from Dr. Atkinson on the constituents of the cholera powder Mr. Ho Amei so strongly recommends and so liberally distributes. The ingredients are 29 in number, and full directions are given for the administration of it. In addition to Mr. Ho Amei's original letter to us of the 2nd instant on the subject, there are three pages of cases in which cures have been effected by the use of the remedy.

WHAT is this? Another "vanisher?" Yes, 'tis only too true, and the facts of the case, as far as we can gather at present, seem to be that a Mr. R. G. Hopkins, who was carrying on some business with a partner named Kam Hing, *alias* Cumming, in Duddell Street, left the colony between two days or thereabouts, without giving warning of his intentions or making arrangements for the carrying on of his business during his absence. This morning one of the Court bailiffs had occasion to find and hand to Mr. Hopkins one of those sweet *billets doux* which make the happy possessor of them feel as if sea voyages had their advantages and "duns" many disadvantages; Mr. Hopkins appears not to have gone in very deep; only just sufficient to make a moonlight flit distinctly advisable. There was a rush on his premises this morning. Messrs. Robinson & Co. got in first and collared their Collard and Collard grand piano, which H hired from them; and then the bailiff came along at break-neck speed to annex all his goods and chattels. They were too late, however, for Hopkins had taken most of his private effects with him. There was nothing but the partner left and he, poor chap, is said to be whistling and singing—"Oh! where, Oh! where is poor Reggie gone? Where, oh, where ish he?" Jusso, that's what several anxious inquirers would greatly like to know, dontcherknow. By the *Directory* we see that Reggie's business address is "Pamphlet; Hongkong." Wonder, did he ever write a pamphlet?

MR. OKI, Governor of Wakayama prefecture, and several naval and military officers are said to be contemplating the erection of a great monument of bronze on the Tenbi hill in the Okayama Park, in commemoration of the Japan-China war. It is estimated to cost about *yen* 5,000.

THE important suit pending in the Supreme Court, the Bank of China, Japan and the Straits *v.* Chew Yong Tow *et al*, in which Mr. W. V. Drummond, of Shanghai, will appear for the defendant, and Mr. J. J. Francis, Q.C., for the plaintiff, and which was set down for hearing to-morrow, is, we understand, not to be "called" until Monday, the 2nd proximo.

WE learn from a vernacular paper that His Majesty the Mikado has ordered that busts of the officers who were killed in the Japan-China war shall be placed in the Imperial Palace. Accordingly Mr. Okuma Ujihiro, a noted sculptor, has been appointed to cut first the effigy of the late Commander Sakamoto, of the *Akagi-kan*, who was killed at the battle of Yalu after gallant fighting. Mr. Okuma, it is stated, has commenced his work.

IN its course of financial reform the Chinese government intend to reduce the staff connected with the Tribute Rice Service in the various provinces. It has been calculated that under the present service it costs the Central Government no less than twenty-three taels odd, for each picul of tribute rice brought through the Grand Canal to the Imperial granaries at Peking! To curtail therefore the ruinous expenses in this service it is intended, according to a Shanghai paper, to dispense, in the near future, with such high officers as the Grain Taotais, Grand Canal sub-Prefects, and Tribute Rice Transport Superintendents, etc. These posts are considered some of the "fattest" in the Empire.

THE following are the weights for the handicaps to be run off at the fourth Gymkhana meeting on the 7th proximo:—

ONCE ROUND HANDICAP.

	st.	lbs.
Daylight	11	12
Glenties	11	11
Baccarat	11	8
Dandy	11	3
Voltigeur	11	2
Warlock	11	1
Sweetbriar	11	0
El Diablo	10	7

THE HALF MILE.

Daylight	12	2
Glenties	11	10
Sweetbriar	11	7
Dandy	11	3
Voltigeur	11	3
Warlock	11	2
Tommy (late Wildfire)	10	10
El Diablo	10	7

WE read in the *Japan Gazette* that Mr. Ishikawa Yasujiro, writing in the *Tokyo Keisai Zasshi*, proposes the marriage of a Japanese Imperial Princess and Prince Wi-hwa of Korea. He says, the time will come when, one country assimilating another in the course of international intercourse, all the human races and institutions will become uniform. Progress means obedience to the law of nature. Japan as a progressive nation must take the lead in promoting this natural tendency toward racial unity, and the first step to such a move is to make the Japanese intermarry with the Koreans and Chinese, as well as with other foreigners. For encouraging such international marriages a political marriage between the Imperial families of this and another country is desirable. Such a marriage will strengthen the alliance of the two countries, prevent the morganatic marriages of the Imperial family, and check domestic troubles arising from a family connected with an empress or queen becoming too powerful. A weak country is preferable to a stronger one for this purpose; for Japan then can assist the other, being free from any suspicion of jealousy, and the other will firmly stand by Japan. Prince Wi-hwa, the Korean Crown Prince, is just such a match as can be desired for an Imperial Princess of Japan. Count and Countess Inouye can in that case act as go-betweens. Some Imperial Princesses may be terrified at this suggestion, and may think the writer to be a scoundrel. But sentiments are frequently opposed to politics. Several Imperial princes have risked their lives in the recent war, and why should there be no princesses who would marry Prince Wi-hwa for the sake of the State?

THE MILITARY CONTRIBUTION.

A RESOLUTION BY MESSRS HUTTENBACH AND BROWN.

20 PER CENT OFFERED.

The following appears in the *Straits Times* of the 20th instant:—

Mr. Huttenbach has given notice that, at the earliest possible opportunity, he will move in the Legislative Council the following resolution, which will be seconded by Dr. Brown. A copy of the resolution has been made available to the Singapore Branch of the Straits Association, and criticism or suggestions for amendment are invited from the members of that Association or from anybody else. The mover believes that the adoption of his resolution would allow the matter of the Military Contribution to be settled beyond further question, or that, at least, it would clearly define the extreme sum that the Colony is willing to pay; but he declares himself open to receive representations on all or any of the points that he raises. The following is the resolution:—

This Council respectfully recommends as final settlement the following modifications of the terms of Military Contribution as proposed in Secretary of State's despatch No. 201 of 28th June, 1895.

(1) The Contribution is paid by the Colony as their share, "towards the cost of the system which has been organised for the defence of the Empire" and not as, "towards the Colony's military defence" only.

(2) The percentage payable on Revenue shall be 20 per cent.

(3) This payment shall be inclusive of Barracks and everything, so that there shall be no extras of any kind.

(4.) The Revenue on which this percentage is to be fixed shall be the total gross revenue of Singapore, Penang, and Malacca of one year, less premia on land and less reimbursements and interest.

(5.) Revenue of the year preceding the year in which the estimates are made up shall always be the revenue from which the account payable for following year shall be ascertained.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(*Before Mr. Justice Wise, Acting Puisne Judge.*)

F. WESSEL *v.* CARLOWITZ & CO.

August 29th.

This was an action brought to recover $1,000 damages for breach of contract. Mr. H. G. Holmes, appeared for the plaintiff and Mr. H. G. Gedge (of Messrs. Johnson, Stokes and Master) for the defendants.

Mr. Holmes in opening his case stated that the plaintiff had been engaged by the defendants under an agreement to come to Hongkong as a clerk, his salary to commence at $1,400 for the 1st year. The plaintiff reported himself at the defendant's office on the 31st of July and was informed by Mr. Sachse that he might have a look round the town. The following day plaintiff presented himself at the office, and as Mr. Sachse had gone to Canton there was no one to give him instructions as to the work he should do. The next day was Sunday and the following two days Bank holidays. The plaintiff then took ill and was unable to go to work and later on he received a letter stating that his services were not required. The claim was for one year's salary, viz., $1,400, but the plaintiff waived the sum of $400 in order to bring the action in the Summary Court.

The plaintiff was then examined at considerable length after which the hearing was adjourned till to-morrow.

THE GREEN ISLAND CEMENT COMPANY, LIMITED.

EXTRAORDINARY GENERAL MEETING.

An extraordinary general meeting of shareholders of the Green Island Cement Company, Limited, was held at 3 o'clock this afternoon at the Company's offices, No. 9 Praya Central. Mr. Shewan presided, and there were also present Messrs. Geo. Fennick and J. Orange (directors), Messrs. G. H. Potts, A. G. Morris, C. A. Tomes, P. K. Leigh, S. Benjamin, R. C. Wilcox, A. G. Stokes and Mr. Henderson, Secretary.

The notice convening the meeting having been read

The Chairman said:—Gentlemen, the minutes of the last meeting I will now take as read and sign them afterwards. I beg to propose that the following special resolution—"That the Capital of the Company be reduced from $1,000,000, divided into 20,000 shares of $50 each, to $200,000, divided into 20,000 shares of $10 each, and that such reduction be effected by cancelling capital which has been lost or is unrepresented by available assets to the extent of $40 per share on each of the 14,117 shares which have been issued and are now outstanding, and by reducing the nominal amount of all the shares in the Company's Capital from $50 to $10 per share," which was passed at the extraordinary general meeting of this Company held on the 12th instant, be now confirmed. Will any gentlemen be good enough to second it?

Mr. S. Benjamin: I beg to second it.

Carried unanimously.

This concluded the business of the meeting.

THE SANITARY BOARD MEETING.

A meeting of the Sanitary Board was held this afternoon. Mr. F. A. Cooper (Director of Public Works) presided, and there were also present Dr. J. M. Atkinson, (Colonial Surgeon), Surgeon-Major Westcott (Health Officer), Capt. W. C. H. Hastings (Acting Captain Superintendent of Police), Mr. N. J. Ede, and Mr. Hugh McCallum (Secretary).

MINUTES.

The minutes of the last meeting were read and confirmed.

CHOLERA AT PAKHOI.

The British Consul at Pakhoi in a letter to the Colonial Secretary dated the 17th August reported an outbreak of cholera in Pakhoi. It was impossible to say when it first appeared, some accounts saying twenty days and some five or six days previously, and up to the time the letter was despatched twenty odd deaths were said to have occurred. The Medical Officer at the Missionary Hospital informed the British Consul that the outbreak did not seem serious and that it was apparently on the decrease.

The Board unanimously agreed that the Health Officer of this port should be instructed to carefully watch all ships from Pakhoi.

THE IMPORTATION OF DEAD MEAT.

The following letter addressed to the Colonial Secretary by the Acting Health Officer, was circulated among the members of the Board for consideration:—

Sir,—I have the honour to report on the importation of meat into the Colony, the conditions of which are unsatisfactory. It appears from reports by the Colonial Veterinary Surgeon (3rd August, 1894, 21st August, 1894, 10th Sept. 1894) that a considerable amount of meat is imported into the colony which finds its way into the markets where it is exposed for sale without previous inspection. When we consider the care which is taken in the inspection of live cattle previous to slaughter, and the magnificent system of depôts, slaughter houses and markets which have recently been inaugurated for the protection of the public from an inferior or diseased meat supply, it certainly seems anamolous that this other and undesirable system should be allowed to continue. There are three bye-laws under Ordinance 17 of 1887 which deal with this matter, viz., 14, 15, and 16, all of which seem never to have been enforced, and it does not seem possible to enforce them as long as meat is allowed to be landed at any spot on the island considered convenient by the importers, for the Inspectors cannot be watching every landing place for the arrival of carcases, or be perpetually present at the markets to receive those who wish to declare the place from which their meat was imported, and I am led to believe that no means exist of differentiating carcases which have come from the Government slaughter houses from those which have been imported from the mainland, as the cattle are merely branded as fit for slaughter, and no mark is put on the meat previous to its despatch to the markets. Another matter which requires to be dealt with is the disposal of cattle rejected by the Inspector as unfit for slaughter. A strong suspicion exists that many of them are simply removed a short distance, slaughtered, and brought to the markets. The obvious remedy for these defects is to prohibit the introduction into the markets of any meat which does not bear the qualifying mark of an Inspector, as provided for in By-law 14, but the enforcement of this would necessitate

the landing of all meat at a given pier at fixed hours, or its detention at some inspection station. The most effectual system, however, would be the prohibition of importation of meat from Kwangtung province, whence, I understand, nearly the whole amount is imported, to continue the branding of cattle previous to slaughter, as at present in force, and also to mark the meat before its despatch from the slaughter houses, in order to prevent the reintroduction of rejected cattle surreptitiously slaughtered.

Bye-law 14.—No flesh meat other than that which has been slaughtered in the slaughter houses of the Colony shall be exposed for sale in any market till it has been inspected by an Inspector of markets and marked by him as being fit for human food.

The following minutes were appended :—

Mr. Ede: It seems to me that if bye-law No. 14, Ord. 17 of 1887, is put into force and all meat slaughtered in the Colony be also marked before sale it would ensure protection to all those who care to protect themselves by only buying meat in the regulated markets.

Surgeon-Major Wescott: It is impossible to estimate the quantity of meat which is imported, but it is probably not great, and the object of its importation can only be the disposal of cattle which the owners suspect would not qualify for slaughter. It will be very difficult to properly enforce bye-law 14, and still more difficult to reject inferior or diseased meat as unfit for human food. I therefore strongly recommend the adoption of the 2nd method suggested.

Dr. Lowson: I should like to see the reports of the Col. Veterinary Surgeon referred to, if bye-law 14 is carried out it is all that is required.

Capt. Hastings:—Carry out bye law 14.

Mr. Cooper moved that the wording of bye-law 14 be altered to prohibit the sale of meat in the market other than that slaughtered in the slaughter house.

Carried unanimously.

COCKLOFTS AND CUBICLES.

The committee appointed to control the work involved in the removal of illegal cubicles and cocklofts sent in the following with a request that it be approved by the Board and advertised in the *Gazette* and the daily papers :—

"No permission will be granted under the provisions of sub-section 1 of section 7 of Ord. 15 of 1894, for the erection or continuance of mezzanine floors or cocklofts in rooms partitioned or divided off into separate compartments unless the following conditions are complied with :—(*a*) the premises are constructed and maintained in a satisfactory sanitary condition ; (*b*) such mezzanine floor or cockloft is situated on the top or ground floor of premises ; (*c*) in the case of top floors such mezzanine floor or cockloft does not extend over more than one half of the floor area of the room and has a clear space both above and below it of not less than nine feet measured vertically. When the roof has no ceiling or tie the measurement shall be made from the level of the floor up to half the vertical height of the rafters over such mezzanine floor or cockloft ; (d) in the case of mezzanine floor or cocklofts on ground floors that do not comply with the conditions specified in the preceding paragraph no permission will be granted for their continuance except for storage purposes only and provided that the space so enclosed shall not be included in the calculation of the cubic capacity of the room available for habitation. It should be noted that under the provisions of subsection 2 of section 8, and by-law 7 under section 13 of this Ordinance, the partition walls of every separate compartment must not be of a greater height than 8 feet and must leave a space between the top of the partitions and the ceiling or underside of the joists of not less than 4 feet, and that such space must not be closed except with wire netting, iron brass, lattice work or carved wood work, arranged in such a way as to leave at least two-thirds of such space open and as far as practicable evenly distributed."

It was agreed that the recommendations of the Committee be carried out.

MORTALITY STATISTICS

For the week ended 17th August the death rate was 23.3 per 1,000 per annum, as compared with 16.3 during the corresponding week last year.

For the week ended 24th August the death rate was 23.3 per 1,000 per annum, as compared with 15, 9 during the corresponding week last year.

MISCELLANEOUS.

The following papers were laid on the table and dealt with in the usual way :—

Tenders for conservancy contract.

Report having reference to a case of bubonic plague.

Certain papers concerning the poultry dealers' shops in the Central Market.

Correspondence concerning the licensing of certain premises as common lodging-houses.

Certain papers having reference to the re-draining of 2, Robinson Road.

Certain papers having reference to the re-draining of 359 to 365, Queen's Road Central.

Certain papers having reference to the re-draining of 123 to 131, Queen's Road Central.

Report concerning markets and slaughter-houses for the quarter ended the 30th June, 1895.

Report by Medical Officer of Health on certain wells in Victoria.

Two applications requesting that notice to close certain wells be reviewed.

Application for permission to make certain alterations to dwellings to improve the ventilation thereof, etc.

Applications for licences and renewal of licences to keep swine.

At this point the President requested the reporters to leave the room because the Board desired to discuss some matters in private.

Exit Reporters.

ANOTHER COTTON MILL CO. FLOATED.

THE Lau Kung Mow Cotton Spinning and Weaving Company, Lt'd, promoted by Messrs. Ilbert & Co. of Shanghai, was successfully floated on the 24th instant. The prospectus of this, the third cotton spinning company floated in Shanghai since the ratifications of the Treaty of Peace were exchanged at Chefoo on 8th May, set fourth that it was "to be incorporated under the Companies' Ordinances 1865 to 1890 of Hongkong, whereby the liability of members is limited to the amount of their shares. The Capital is Taels 800,000 divided in 8,000 shares of 100 Taels each, (*with power to increase*) of which it is proposed to issue at present 6,000 shares ; of this number 4,200 shares have been subscribed for and will be allotted ; 750 shares are reserved for subscription at home, and the remaining 1,050 shares are now offered for subscription locally. On the issue Tls. 10 to be paid on application ; 15 Tls. on allotment ; 25 Tls. on 30th November 1895 ; 25 Tls. on 31st January 1896, and 25 Taels on 30th April 1896."

The *Provisional Directors* are :—C. J. Dudgeon, Esq., (of Messrs. Ilbert & Co.,) J. S. Fearon, Esq., (of Messrs. Fearon, Daniel & Co.), A. Korff, Esq., (of Messrs. Melchers & Co.), Do King-san, Esq., (of the Nuen Sing Hong.), and Chung Liang-yu, Esq., (of the Toong Yue Hong.) The *General Managers* are Messrs. Ilbert & Co ; the *Bankers* are The Hongkong and Shanghai Banking Corporation; *Legal Advisers* —H. S. Wilkinson, Esq.

RUSSIA IN THE FAR EAST.

It requires but little of the divine light of prophecy to see that vast political changes are impending over the destinies of the Far East, and that with such may follow certain consequences to British commerce so serious that our people could not accept them without a struggle. Of course, the disturbing element will not be Japan, in Formosa, or elsewhere, but rather Russia in the north, and France in the south, of the China Seas. Although there are [or rather were, when this article was written. Ed. *H.K.T.*] reasons to doubt whether the Russo-Chinese Loan will be negotiated after all, still, when two such hungry spiders as Russia and France put their heads together to catch the China fly, those who are not quite blind can pretty well guess what it all means and what may be the probable outcome. Everybody knows that Russia is moving heaven and earth in order to get to the sea—first at Constantinople, then in India, and now in Manchuria; while France is equally bent on setting up in rivalry with ourselves a great Indo-Chinese empire whose borders are even to touch the walls of Canton. But that is not all, for since the general collapse of China, the question of her actual partition has not only entered certain European heads, but has even been seriously weighed by a conspiracy of those who like to figure before the world as the benefactors of mankind.

As the Czar Nicholas once proposed to divide with Great Britain the dominions of the "Sick Man," so has China even been parcelled out. Indeed the first act of its partition in the south has already commenced by the surrender to France to a vast exent of territory east of the upper Mekong—of course as part payment for kicking Japan out of the Liao-tung peninsula. What Russia has wrung from the broken and bleeding Celestial has not yet transpired. How far Great Britain, the United States, Germany, and of course Japan, may acquiesce in this breaking up of the old empire has yet to be seen. Germany having been a member of the looting fraternity perhaps cannot be counted on for a certainty. That England wants nothing in China more than she has is clear enough to all who remember that after the complication of 1840 we only demanded the little barren dot of Hongkong. We want none of the territory of China ; we even refused Formosa in 1840, Chusan in 1860, and Port Hamilton later ; but we do want, and intend to keep, that which we have gained as successful traders and navigators for the past three hundred years.

As for the influence of Russia in China and the Far East, it is a curious but little-known fact that she has been on the shores of that sea much longer than ourselves, but while we have been honestly trading, Russia has been plotting —always for the acquisition of empire. On every conceivable opportunity, when China has been in difficulties, Russia has taken advantage of the first weak point for pressing a claim or annexing territory, as will presently be shown. In 1639 a band of Cossacks first planted her standard on the shores of the Pacific, and secured their position in the far North, near Okhotsk, by laying waste the country with fire and sword. This was exactly thirty-nine years after a charter had been granted to our Leadenhall merchants for trading in India, but before the first cargo of tea had left Canton for London.

In 1643 a report reached Moscow of fabulous wealth and valuable gold mines on the shores of the lower Amoor River, and on the 15th May one Peter Poyarkoff, with a numerous following of Cossack horsemen, crossed the Ural ranges bound for this El Dorado. Gathering in numbers as they went along, it was their luck to meet a formid able Chinese Manchu army, which quickly dispersed the Cossacks somewhere about the meridian of Pekin, but far to the north. At this date Russia appears to have taken her cue from England, for no sooner had the first British ship arrived in London direct from Canton than the Czar despatched an embassador to Peking. His murder being effected by Chinese agents south of the Amoor River, Russia at once sent Khabar off in charge of a small army provided with shipwrights and artisans for constructing boats on the upper waters of that river, and so reaching the Pacific; but again a Chinese army of 18,000 men successfully opposed their passage, and compelled Russia to sign a treaty, at the frontier town of Nerchinsk, by which she for ever gave up all authority on the Amoor and recognised China as in possession. Still Russia or her agents always persevered, as they have done since in Central Asia, and to such an extent that in 1710 the Emperor of China sent the two Jesuit fathers, Jartoux and Fridel, to make a correct map of his northern boundaries ; this they did so effectually that the present maps are nearly all based on the original. The boundary between China and Siberia shows unmistakably the comparative strength of China at that period —and for this reason, when Russia sent out her first navigator to the Far East in the person of Vitus Behring, overland, he kept well north of the 57th parallel during his long journey to Okhotsk, where a ship had been previously built for him. The fact is, that at that date Russia was, with all her vast extent of land, a very poor country, and completely at the mercy, so far away from home, of a Power like China.

The exploits of Behring are too well-known to warrant anything being said here beyond a running survey. He discovered Kamtchatka to be a peninsula, and not, as had been supposed, a part of Japan ; he discovered Awatska Bay ; (Petropavlaski) the coast of America in 58° 30' N., and the Aleutian archipelago ; while returning to Awatska he was wrecked on Behring Island, where he finally died of scurvy and exhaustion. Here his crew built a small vessel from the wreck of their ship, and so returned to Russia. It is now generally supposed that this intrepid navigator did not discover Behring Straits, but supposed Cape Navarin, from which place he returned, to be the north-eastern point of Asia.

By virtue of his discoveries Russia claimed and took possession of Alaska, which with Siberia gave her a territory fully three times as large as the whole of Europe, but for purposes of trade at that date nearly worthless. In 1805 the Czar Alexander cast his eyes over the Amoor, and sent out Krusenstern with a squadron of frigates to assert the position his country had yielded to China in 1741. These war-vessels navigated the Amoor and founded thereon several Russian stations. In 1825-27 the voyage of the frigate *Krotky*, under Von-Wrangel, did much for Russia's position all over the Far East; but still it was discovered that China was too powerful in Manchuria for the success of a Russian seizure, and nothing was done of any importance till the great Kuang-Si rebellion in China took the jealous eyes of the decaying empire away from Manchuria, when Russia at once seized the opportunity of breaking her treaty, annexing the lower Amoor, and founding the seaport of Nikolaievsk on its left bank, near the mouth. This was in 1852. During the following year an English steamer was purchased in Southampton and left for the Amoor in company with the *Pallas* frigate. Coal had been discovered on the island of Sakhallo, and Castries Bay seized by Admiral Putiatin. In 1854 a paddle-steamer was built and her machinery manufactured by Belgian engineers at Petrovsk, 300 miles up the Amoor, for the purpose of towing barges and provisions to the Russian Pacific squadron, then engaged in war with Great Britain and France. On the conclusion of peace two steamers for the Amoor were purchased in America, large bodies of troops were sent overland, and another squadron of frigates despatched from Cronstadt.

During our war with China in 1860 Russia redoubled her efforts to get to the south in the Gulf of Tartary. German colonists and artisans were sent out round the Cape, vast numbers of convicts were hurried overland, condemned, it has been said, on the slightest evidence of crime. While Peking was occupied by the British and French forces in 1860, the distracted Chinamen were compelled by Russia to sign a treaty by which the Amoor and the coast of Manchuria, as far south as Vladivostock, were ceded. About this time no less than sixty towns, or trading stations, had sprung into life on the great river ; the Russian steamer *St. Innocentius* left Antwerp with two iron river-steamers of 60 h.p. each, and several barges, all ready for putting together, while later the steamer *Orus* left London with the parts of two other steamers amongst her cargo. Both these vessels were lost at Castries Bay, together with their contents, the result being that John Cockerell & Co., of Antwerp, got orders for several more river boats, which duly arrived at their stations, news of which reached St. Petersburg by telegraph, the laying of which, overland, had just been completed. In 1861 two other steamers left San Francisco full of German colonists, it being discovered that the Cossacks, from their indolence and drunken habits, were quite useless for the purpose of developing a new country. It has been said in St. Petersburg that the war of 1860, waged by England and France, only brought advantages to Russia, which thereby took the opportunity of extending her boundaries 700 miles to the southward, and so acquiring the whole sea-coast of Manchuria, as well as such harbours as Olga Bay, Vladivostock, and many others. Still, the statesmen of Russia appear to have overlooked the fact that often more wealth can be got out of a foreign country by trading than by the actual possession of land. During the early years of this century the Russian trading flag was to be seen at Canton, together with those of other nations, but as years went on English competition became so powerful that one by one her ships dropped off, till in the early fifties they completely disappeared, and nearly all the tea used in South or Western Russia was conveyed there by transhipping steamers from the London emporium. The opening of the Suez Canal brought South Russia ten days nearer to China than London, and thus the "Volunteer fleet" from Odessa was established, but the enterprise is still far from being a great success, owing to a lack of capital in Russia generally, and to a want of outward cargoes, beyond Government stores and troops.

Thousands of tons of tea for Russia are still carried in British bottoms, not only from China but also from India and Ceylon. The construction and finish of the Siberian Railway will of course place the whole of North China at the mercy of Russia; it will have Hankow perhaps as its eastern commercial terminus, but, considering the enormous cost of railway transport, will no more seriously affect British trade than do the American Pacific lines affect the San Francisco grain carriage by sea. In due course we shall probably hear that Russia, in return for her interference, has acquired Port Lazareff, but after the Loan is really negotiated, from that moment China will have placed herself in a position, in regard to Russia, the end of which it would be very presumptuous for anyone to attempt to foretell.

Great Britain will not take up a selfish policy of ill-will in this momentous question. The world is still big enough for all, provided all are reasonable enough to abstain from treading on each other's corns. Herein lies the danger. Great Britain will no more acquiesce in a policy of spoliation in China than she did a generation ago, when the Czar Nicholas offered her Egypt as the price of her silence in regard to Turkey. A formidable coalition of her power with the United States, Germany, Japan, and of course China, is not only possible, but even very probable, should Russia and France together attempt anything like a policy of conquest. We know that Peter the Great "left orders" in his will for the conquest of India, and after that the subjugation of all Asia ; but for the present, at least, it is likely that Peter's descendants will have to be content with the cession of Port Lazareff.—H. O. in *Fairplay*.

LEGAL JOTTINGS.

CHEQUE—*Fictitious or non-existent person. Ignorance of drawer.* A clerk of the plaintiffs, by fraudulently representing to the plaintiffs that work had been done on their account by B, induced them from time to time to draw cheques payable to the order of B in payment of the work so represented to have been done. There was in fact no such person as B., nor had any such work as was represented been done on the plaintiffs' account. The clerk forged B's indorsement to the cheques and negotiated them with the defendants, who gave value for them in good faith. The cheques were duly honoured by the plaintiffs' bankers. The plaintiffs, having subsequently discovered the fraud, sought to recover from the defendants the amount of the cheques as money paid to them under a mistake of fact:—Held, that B was a fictitious or non-existing person within the meaning of sect. 7, sub-sect. 3, of the Bills of Exchange Act, 1882, none the less because at the time of the drawing the cheques the plaintiffs supposed him to be real person; that consequently the cheques were to be treated as payable to bearer, and the plaintiffs could not recover. [Clutton & Co. *v.* Attenborough & Son. July 6. Wills J.]

COMPANY.—*Issue of Share-Stockbrokers Commission.* A company authorised their directors to pay brokers a commission for procuring persons to take their shares, and the defendants, who were a firm of stockbrokers, received money from the directors for such services. The company being wound up, the liquidator brought an action against the defendants to recover the money so paid to them, on the ground that the payments were illegal being made out of capital and therefore diminishing the capital of the company *pro tanto*:—Held, affirming the decision of the Divisional Court, that there was nothing illegal or contrary to policy of the Companies Acts in the payments. Metropolitan Coal Consumers' Association *v.* Scrimgeour. C. A. July 16.

COMPANY—*Winding-up. Depositions at private examination; Inspection; Companies Act., 1862, s. 115-Companies' Winding-up Rules, April, 1892, rr. 11, 88.* In a winding-up every contributory, and every creditor whose claim or proof has been admitted, is entitled, as of right, to inspect and take copies of all depositions of evidence taken at a private examination under sect. 115 of the Companies Act., 1862, whether the evidence was given by himself or by other persons. *In re* Standard Gold Mining Company. July 17. Vaughan Williams, J.—*Weekly Notes.*

BREACH OF CHARTER-PARTY.—*The Anvers (s).—Court of Appeal, 17th July.*—This was an appeal against a decision of Mr. Justice Mathew, Messrs. Sassoon & Co. sued the Societe Columba Belge de Navigation for £844 damages for breach of charter-party. Under a charter-party dated 9th November, 1894, the *Anvar* (s.) was to carry 1,200 tons of linseed in bags from Hull to Philadelphia, with liberty to call *en route*. The *Anvers* commenced loading at Hull on 12th November, and soon afterwards plaintiffs were told that the vessel was not to go from Hull to Philadelphia direct, but from Hull to Antwerp, take cargo there for Halifax, and after delivering the Halifax cargo go on to Philadelphia. Plaintiffs protested against this, as it was not in accordance with the charter-party entered into between them and defendants' agents, Messrs. Brown, Jenkinson & Co. They pointed out that this was to be a November shipment direct to Philadelphia, and if the linseed was sent by way of Antwerp and Halifax the cargo would not be accepted. An injunction was granted by Mr. Justice Collins to restrain the steamer from going to Antwerp and Halifax, but despite this the captain proceeded to sea at the request of his owners, and was thus guilty of a gross breach of the order of the Court. The ship went from Hull to Antwerp, from there to Halifax, and finally arrived at Philadelphia on 1st January last, when the cargo could not be tendered under the contract. The cargo was sold for £12,005 net, and plaintiffs had to replace the cargo which had gone wrong, and for the new cargo they had to pay £12,849. They now sought to recover the difference. It was stated in defence that the agents had not acted in accordance with instructions of the owners of the ship. The agents ought not to have signed the charter-party, as their instructions had been that the ship would have to go from England to Antwerp, and thence to Halifax. Mr. Justice Mathew had given judgment for plaintiffs, with costs. Defendants now appealed. Their Lordships dismissed the appeal, with costs. The Master of the Rolls stated that defendants had been guilty of a breach of contract, and they were liable for the sum claimed. If plaintiffs had not sent out a second cargo by another ship, defendants would have been liable for additional damages.

CLIPPINGS FROM HOME PAPERS.

THE BUFFER STATE COMMISSION :—It is stated in Paris that Mr. J. G. Scott, who is in London, and is about to present his report to the English Government, was unable to come to an agreement with M. Pavie and M. Lefevre-Pontalis as to the Buffer State, but that it is believed the two Governments will shortly take steps to arrive to an understanding. Reuter's Agency states that M. Pavie and M. Lefevre-Pontalis, the French members of the Buffer State Commission, are expected shortly in Paris for the purpose of handing their reports to the French Government. The French established a fortified post on territory which had been contemplated as likely to form part of the Buffer State. The British Government has, therefore, also taken measures to safeguard British interests in the country near Mekong. Mr. J. G. Scott, the British member of Commission, was accompanied by his wife throughout his journeyings, which lasted eight months, and involved a march overland from Bangkok to Mandalay of 1,800 miles over extraordinarily difficult country.—*The Times.*

The FRANCO-RUSSIAN ALLIANCE :—The *Figaro*, learns that in the treaty of alliance between France and Russia the *casus fœderis*, or the obligation of each country to move in support of the other, is not left to the judgment of the contracting parties, as, according to that journal, is the case in the treaties of the Triple Alliance, but is made absolute. The two Powers are bound unconditionally, so that if either of them were attacked or exposed to injury the two countries would mobilise their armies simultaneously without any previous negotiations, pour parlers, or explanation. The Paris edition of the *New York Herald* publishes an interview on the same subject with a Russian Minister whose name is not given. The latter is represented to have said that the Treaty was concluded in 1891 after the visit of the French fleet to Cronstadt, and to have added that a supplementary military treaty has been concluded since the accession of the Tsar Nicholas. The alliance is, however, a purely pacific one, and aims merely at preventing any aggression against France or Russia. In answer to the question whether he thought that Russia would one day consider herself authorised to take action with regard to Egypt, the Minister is reported to have said, "Certainly, I think so. Russia will want to make her route to Eastern possessions free. It is even probable that she will ask Germany to join her once more."—*The Tablet.*

NAVAL AND MILITARY.

The Admiralty have contracted with Messrs. J & G. Thomson, of Clydebank, to supply and fit the machinery of the new third-class cruiser *Pelorus*, which has just been laid down on the building slip at Sheerness Dockyard. The engines of the *Pelorus*—which is the first of a new type of third-class cruisers—are estimated to indicate 7,000 horse-power, under natural draught, giving her a speed of 20 knots. If anticipations are realised the *Pelorus* will be the fastest third-class cruiser ever built for the Royal Navy. She is to have a length of 300 ft., a breadth of 46 ft. 6 in., and a displacement of 2,135 tons.—*Fairplay.*

NAVAL ARTILLERY.—The progress of artillery during the past few years has been so extraordinary that we may be pardoned for drawing attention to the heavy armament of the *Powerful*, and asking that it shall be of the most modern pattern. It has been stated that the two 9·2-inch guns to be mounted on board her are not to be of the old pattern—excellent for its day, but already a trifle out of date—but of 40 calibres' length. The statement, however, lacks confirmation. The present 9·2 inch gun weighs from 22 to 24 tons, and has a penetration of 23 inches of iron at the muzzle; its length is 31½ calibres. The Krupp 9·4 inch gun of 40 calibres is a far more powerful weapon, perforating a much greater thickness of metal ; whilst the corresponding French gun is about as powerful and rather lighter. Unless Elswick is going to produce a quick-firing design for the 9·2-inch, it might be wise to substitute the well-tried 8-inch weapon produced by that firm. The new converted quick-firers, which are now beginning to appear on board our older ships, are not quick-firers in much more than name, although they are every bit as good as the similar guns mounted in the French fleet. The advantage of recoilless sights has not been secured, and without them quick-firers lose half their value.—*Broad Arrow.*

NAVAL ARCHITECTURE.—The meetings lately held in Paris of the Institution of Naval Architects, and the valuable discussions on the papers then read, are evidently bearing fruit, as it is stated that designs are now being prepared for the building of two "commerce destroyers," which are intended to have a speed of 23 knots, or a knot faster than our *Terrible* and *Powerful*, although the displacement is only 8,500 tons, against 14,200 of the British cruiser. There is some hesitation, however, as to whether multitubular or water-tube boilers will be fitted, but if the latter a saving of 50 tons will be effected, which it is gravely stated will be added to the coal supply. I was under the impression that the saving in weight would have been much greater spread over so much horse-power as will be required to drive the vessels 23 knots, but evidently the difference is growing less and less. However, to make up for any other deficiencies they are to be fitted with three propellers, which will be one ahead of us. The armament will consist chiefly of quick-firing guns. It is a pity the French Government cannot give the British shipbuilders a chance of tendering for these "commerce destroyers." They should at least give the Cramp establishment an opportunity, as they are great on "commerce destroyers."—*Fairplay.*

EXPERIMENTS WITH WAR-DOGS.—Some very interesting experiments as to the utility of war-dogs were recently made in connection with the Dresden International Dog Show on the race-course near Dresden. A company was supposed to be covering some transports of horses against an imaginary enemy. In order to do this more effectually some non-commissioned officers, accompanied by trained dogs, were sent forward to watch the approach of the enemy. They advanced about a mile and a quarter, whilst keeping up communication with the company by means of the dogs. In this way the company was kept fully informed as to the movements of the enemy, and could stop the transport of horses in good time before the attack. The same dogs were also used for carrying ammunition to the firing line, each dog being provided for this purpose with a kind of saddle holding about 300 cartridges. The animals will go along the lines, stopping in front of every man, who takes the number of cartridges he requires. When the ammunition is exhausted, the dog will hurry back to receive a fresh supply, and thereupon resume the distribution. The dogs are all trained to find the wounded and attract the attention of the ambulance-men in various ways, some remaining near the man and barking until assistance arrives, some running off to find an ambulance-man and lead him to the spot, and others taking the man's forage-cap or tearing away a piece of his clothing and carrying it to the attendants.—*Militär-Wochenblatt.*

SHIPPING.

Dating from the 18th July, vessels drawing up to 19 ft. 6 in. have been admitted into the North Sea and Baltic Canal. As showing to what extent the Canal has been used by vessels of smaller draught (up to 15 ft.), it is recorded that from the 1st to the 8th July 177 vessels, measuring 11 997 tons net, passed through from east to west, and 148 ships, measuring 10,315 tons net, from west to east. The Canal and pilotage dues levied in those eight days amounted to 11,766 marks (£588).

The *Weser Zeitung* says that as British shipowners already load coal for the Baltic at almost nominal freights in order to avoid sailing in ballast to Cronstadt, a reduction in the North Sea-and-Baltic-Canal-tolls would only tend, in the first place, to give English coal a further advantage over the Westphalian article.

An agreement is said to have been arrived at between the directors of the China Coast Navigation Company and those of the Swatow Steamship Company, both of Hamburg, for a fusion of the two concerns, and meetings of the shareholders are to be called to ratify the agreement.

In the opinion of the *Vorsische Zeitung* English shipowners are forming a close ring to boycott the North Sea and Baltic Canal in order to bring about a reduction in the dues, and a consequent advantage to the British shipping trade at the cost of Germany.

What is the duty of a master of a steamer when in heaving up his anchor he fouls a telegraph cable? According to the judgment of the Master of the Rolls he may do what he likes, or what he considers expedient under the circumstances in order to clear himself of the obstruction. The case to which I refer is that of the Direct Spanish Telegraph Company *v.* the owners of the *Calaric* (s). The *Calaric*, while heaving up her anchor found that it had fouled two telegraph cables. What means were taken to clear them does not appear ; the plaintiffs aver that one cable at any rate was cut, while the defendants say that both cables stranded and parted. The plaintiffs claimed damages for the destruction of their property, and the decision was against them. They appealed to the Court of Appeal, which dismissed the appeal, holding that the master of the *Calaric* was justified in the measures he took. I am not going to dispute this finding, but I want to point out that none of the assessors engaged in the case had any special experience of cable work ; and, secondly, that the case for the plaintiffs could not have been well presented to the Court. The cables in question were "shore ends," and as such, and being comparatively new, they could have held the *Calaric* even in a gale of wind with ease ; the strength of a "shore end" is enormous. Not having seen the specification of these particular cables I cannot say definitely what stress they would bear, but I can confidently aver that they did not strand. At the same time, as Mr. Justice Day said, there was no evidence to show that the cable had been cut. Of course there would be no evidence to this effect from the defendants. Clearing a cable is a work of some little difficulty, I admit, when riding, as the *Calaric* was, in a gale of wind and a heavy swell. In such a case the best course was to slip the anchor, as under the Telegraph Cables' Act compensation can be claimed, and the Cable Companies are invariably liberal in giving such compensation, the cost of an anchor and chain being a mere fleabite compared with the cost of repairing a stranded cable. In moderate weather the cable can of course be triced up and the fluke of the anchor cleared ; but on the whole, I would advise captains to slip their anchors when they foul a cable, as this is the easiest and cheapest course, and it is also the quickest.—*Fairplay.*

MISCELLANEOUS.

RUSSIA AND ABYSSINIA.—The *Neues Wiener Tagblatt* learns from Odessa that the Russian Government is about to arrange a loan for the Negus of Abyssinia. The Abyssinian Deputation is said to have expressed a wish for Russian contractors to proceed to Abyssinia in order to establish workshops and small factories in that country.

BUBO-PEST OR ORIENTAL PLAGUE.—This disease, closely resembling typhus fever, is raging wildly in China at the present time. It is reported officially that it is no uncommon thing to meet with four cases in the same house. The sanitary authorities of Austria are warned against the danger of relaxing their vigilance in all later communication with these ports.

FRANCE AND SIAM.—The *Politique Colonial* says that the Governor of French Indo-China is actively engaged in organising the French Protectorate over the Laos States. Major Tournier has been appointed to the Lower Laos country; Lieutenant Robaglia has been appointed Government Commissioner at Khone; and M. Saadre Government Commissioner at Muong Ha Hin. Two Commercial Agents have also been appointed.

SAFETY OF CAPTIVE BALLOONS.—Experiments have been made in Austria in order to test the likelihood of a balloon being hit when fired at. A captive balloon, at an altitude of about 4,265 feet, was fired at from a distance of 4,400 yards, and was struck nine times without being brought down. In a second trial a captive balloon, at a height of about 2,625 feet, was fired at from 3,500 yards' distance. A violent wind, causing the balloon to plunge a good deal, rendered the aim very difficult, and the balloon was not brought down until after the fifty-sixth round.

NICARAGUA.—The *Kölnische Zeitung* has received intelligence from Washington, under date the 9th July, to the following effect :—"Clarence, the former chieftain of the Mosquito Indians, who, after his expulsion from the Mosquito Territory, was at Kingston, in Jamaica, and drew a pension from England, intends to start for England very soon, in order to put forward there his claims to the territory taken possession of by Nicaragua. It is believed in Washington that England will support these claims, and use them as a starting point for new steps against Nicaragua. The Nicaraguan Question will, therefore, probably once more come before the political world ere long."

THE SMALL-BORE RIFLE.—For a nation which, like ourselves, is frequently involved in small frontier wars and engaged with enemies whose nervous development is apparently less exalted than that of the European, a question which has been raised more than once before—in the Zulu War and in the Soudan campaign, for example—in connection with the new small-bore rifles, assumes very serious importance. The question is, Will these new rifles stop a rush, a charge of savages or of fanatical dervishes? It is all very well to be able to hit a man at 2,000 yards range, but it is of greater moment to know that when hit at 100 or 200 yards distance a man cannot still continue his onward rush so as to come within striking limits. The facts at present collected are insufficient to justify any want of confidence in this weapon for fighting at close quarters against fanatics, but, at the same time, they clearly indicate a possible disadvantage in its use, and further emphasise the need of close observation of all wounded, and the casualties caused by these small-bore rifles at all ranges by medical officers. Their interpretation cannot fail to be of value to those whose duty it is to advise the War Department upon ordinance questions.

SHIPPING AND MAIL NEWS.

MAILS DUE :

American (*City of Peking*) 1st prox.
American (*China*) 3rd prox.
French (*Melbourne*) 3rd prox.
Tacoma (*Evandale*) 3rd prox.
Tacoma (*Victoria*) 14th prox.
Canadian (*Empress of Japan*) 16th prox.
American (*Belgic*) 20th prox.

* * *

THE P. M. S. S. Co.'s steamer *City of Peking*, with mails, &c., left Nagasaki for this port at 8 p.m. yesterday.

* * *

THE P. & O. S. N. Co.'s steamer *Shanghai* left London for this port on the 24th inst.

* * *

WE are informed by the Agents of the Austrian Lloyd's S. N. Co. that the Company's steamer *Gisela* left Kobe for this port at 3 p.m. yesterday.

* * *

THE silk *ex* steamship *Empress of Japan* was delivered in New York on the 26th inst.

* * *

SHIPPING RETURNS.

From 5 p.m. yesterday to 5 p.m. to-day.

ARRIVALS.

Nanyang	steamer	from	Shanghai.
Laeyuen	,,	,,	Shanghai.
Choysang	,,	,,	Swatow, etc.
Hupeh	,,	,,	Swatow.
Kwanglee	,,	,,	Canton.
Fookzang	,,	,,	Canton.

Aggregating 7,138 tons register.

DEPARTURES.

Rohilla	steamer	for	Europe.
Niobe	,,	,,	Yokohama.
Canton	,,	,,	Swatow.
Irene	,,	,,	Shanghai.
Belmont	(bark)	,,	New York.

Aggregating 7,001 tons register.

* * *

The British steamship *Choysang* left Shanghai on the 25th instant, and Swatow on the 28th, and had fine weather throughout.

* * *

The British steamship *Hupeh* left Swatow on the 28th instant, and had fresh north-east winds and rainy squally weather to Pedro Blanco ; thence to port had north-east winds and fine clear weather.

* * *

The German steamship *Nanyang* left Chefoo on the 24th instant at 4 a.m., and had fine clear weather and fresh north winds to Turnabout ; thence to Hongkong had squally weather and fresh north-north-east winds to arrival in Hongkong on the 28th instant at 10.30 p.m.

* * *

The Chinese steamship *Laeyuen* left Shanghai on the 25th instant. From Shanghai to Hieshan Islands had light northerly winds and fine weather. From Hieshan Islands to Cupchi Point had strong north-easterly winds and squally and thick rainy weather ; thence to port had light northerly winds and fine clear weather.

HONGKONG AND WHAMPOA DOCK RETURNS.

Douteros	In	Kowloon Dock.
Amur	,,	,,
Tigris	,,	,,
Nagoya Maru	,,	,,
Chunshan	,,	Cosmopolitan ,,
Tsinan	,,	,,

CONSUMPTION, Wasting Diseases, and General Debility.—Doctors disagree as to the relative value of Cod Liver Oil and Hypophosphites ; the one supplying strength and flesh—the others giving nerve power and acting as a tonic to the digestion and entire system. But in Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites the *two are combined*, and the effect is wonderful. Thousands who have derived no permanent benefit from other preparations have been cured by this. "Scott's Emulsion" is perfectly palatable, and is easily digested even by those who cannot tolerate plain Cod-Liver Oil. Any Chemist can supply it.—Sole Agents for Hongkong and the Empire of China :—Watkins & Co., Hongkong.—*Advt.*

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AND

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Proprietors of large Vineyards and Distilleries.

Apply to—PIERRE MARTY, Esq., Hongkong ; M. OPPENHEIMER & Co., Paris, Agents.

Intimations.

THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

LIST of Subscribers to the HONGKONG TELEPHONE EXCHANGE.

40.—Anderson, Capt. G. C., East Point.
24.—Anderson, Capt. G. C., Praya Central.
8.—Arnhold, Karberg & Co.
66.—Blackhead & Co., Office.
65.—Blackhead, F., Residence.
96.—Bradley & Co.
39.—Butterfield & Swire, Peak Residence.
36a.—Butterfield & Swire, Refinery, Quarry Bay.
18.—Butterfield & Swire, Shipping Office.
36.—Butterfield & Swire, Sugar Office.
75.—Caldbeck, Macgregor & Co.
42.—Canadian Pacific Railway Co.
111.—Carmichael & Co.
105.—Chan Sui & Co.
115.—Chee Tien, Residence,
22.—*China Mail* Office.
72.—China Sugar Refinery, East Point.
71.—China Sugar Refinery, Town Office.
11.—Club, Hongkong.
116.—Club Lusitano.
10.—Club, Peak.
87.—Compradore, D. Lapraik & Co., Office.
88.— do. do. Residence.
78.—Cousins, J. B.
12.—*Daily Press* Office.
85.—Dairy Farm, Office.
67.—Dairy Farm, Pok-foo-lum.
121.—Danby, W.
73.—David, A. T., Residence.
60.—David & Co.
25.—Dock, Aberdeen.
20.—Dock Co.
80.—Dr. Atkinson, Residence.
83.—Dr. Bell, Residence.
2.—Drs. Hartigan, Cantlie, & Stedman.
23.—Dr. Jordan, Office.
43.—Dr. Jordan, Residence.
55.—Dr. Stedman, Residence.
41.—Dodwell, Carlill & Co.
17.—Douglas Lapraik & Co.
58.—Electric Co.
58a.—Electrict Co., Residence.
74.—Fletcher & Co.
48.—Gas Co., East Point.
47.—Gas Co., West Point.
31.—Gibb, Livingston & Co.
6.—Godown Co., Office.
21.—Godown, Kerosine.
7.—Godown, Kowloon.
33.—Godown, West Point.
44.—Government House.
29a.—Harrison, W. Stuart, Residence.
95.—Haskell, D., Residence.
113.—Him Kee & Co.
27.—Holliday, Wise & Co.
101.—H., Canton & Macao S-boat Co., Office.
102.— do. do. do. do. Wharf.
9.—Hongkong & Shanghai Bank.
84.—Hongkong & Shanghai Bank, Mess.
1.—*Hongkong Telegraph* Office.
13.—Hop Hing Hong.
26.—Hospital, Albert Memorial.
80a.—Hospital, Government Civil.
3.—Hospital, Peak.
32.—Hotel, Hongkong, Public Telephone.
35.—Hotel, Mount Austin.
56.—Hotel, New Victoria, Public Telephone.
29.—Hotel, Peak.
82.—Ho Tung, Bonham Strand.
77.—Ho Tung, Praya Central.
59.—Ho Tung, Residence.
37.—Humphreys, J. D., Residence.
68.—Humphreys & Son, Office.
50.—Imports & Exports, Office.
108.—Kaw Hong Take.
64a.—Kennedy, J., Causeway Bay.
64.—Kennedy, J., Horse Repository.
107.—Kin Fat Hong.
86.—Kirch, H. H., Residence.
120.—Kirch & Co.
70.—Kramer, J., Residence.
91.—Lamke & Runge.
93.—Lamke, J., Residence.
117.—Land Investment Co.
97.—Lane, Crawford & Co.
89.—Layton, B., Office.
90.— do. Residence.
122.—MacCallum, J., Residence.
106.—Man Cheun Yuen.
98.—Man On Insurance Co.
118.—Marty, A. R.
112.—Melchers & Co.
5.—Nam Woo & Co.
110.—Naval Hospital.
109.—Naval Yard.
46.—Opium Farm.
119.—Opium Factory.
19.—P. & O. S. N. Co.
69.—P. & O. Mess, Peak.
15.—Police Station, Central.
34.—Ray, E. C., Residence.
51.—Ray & Davies.
103.—R. E. Guard Room.
104.—R. E. Mess.
45.—Rope Factory.
4.—Rumsey Comdr., R.N., Residence.
52.—Sailors' Home.
94.—Sassoon, M. S. & Co.
99.—Schellhass & Co.
49.—Shewan & Co.
81.—Siemssen & Co.
100.—Sperry Flour Co.
61.—Stevens, G. R., Office
62.—Stevens, G. R., Residence.
14.—Telegraph Companies.
28.—Tomes, C. A., Residence.
54.—Tram Station, Peak.
92.—Tung Kee & Co.
16.—Watson & Co.
53.—Webster, L., Residence.
76.—Whiley, W., Residence.
57.—Wickham, W. H., Residence.
124.—Woolley, A., Office.
30.—Woolley, A., Residence.
63.—Wo Kee & Co.
38.—Yuen Fat Hong, Bonham Strand.
79.—Yuen Lam Kee.

PRIVATE TELEPHONE LINES.

Dock Co., Kowloon.
Hongkong Telegraph Office.
Jardine, Matheson & Co., East Point.
Meyer & Co.
North China Insurance Co.
Tramway Company.
In case of FIRE ring up No. 15.
The Exchange is open day and night.

W. STUART HARRISON,
Manager.

Hongkong, 24th July, 1895. [840

NOTICE!

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crews of the following Vessels during their stay in Hongkong Harbour:—

ARMANDALE, Brit. str., Capt. Milne—Shewan & Co.
BELMONT, Brit. bk., Capt. Ladd—Order.
FRED. P. LITCHFIELD, Amer. bk., Capt. Chadbourn—Master.
GEO. S. HOMER, Amer. bk. Capt. Hobson—Arnhold, Karberg & Co.,
LYNDHURST, Brit. 4-m. ship, Capt. Martin—Gibb, Livingston & Co.
P. N. BLANCHARD, Amer. bk., Capt. Blanchard Siemssen & Co.
SERRANO, Amer. bk., Capt. Waterhouse—Chinese.

Intimations.

ONE MINUTE PLEASE!

Are you open to buy some Choice Cigars? If so here they are—

PERFECTOS—CILINDRADOS
LONDRES.

MILLIONS SMOKE THEM.

QUALITY AND PRICE UNEQUALLED.

THE BEST JUDGES NOW OBTAIN THEIR SUPPLIES FROM

WATKINS & CO.,
51] APOTHECARIES' HALL, 66, Queen's Road Central, Hongkong.

THE CLUB HOTEL, 5, *BUND, YOKOHAMA.*

HOTEL METROPOLE, 1, *TSUKIJI, TOKYO.*

FIRST-CLASS HOTELS, centrally situated, well-furnished, the Cuisine under the Supervision of approved French Chef has no equal. ENTIRE FOREIGN MANAGEMENT, Experienced English matron in attendance.

The Hotel steam-launch with European Agent attends arrivals and departures; every assistance given in clearing luggages and affording information. Passengers are met at the Railway Station.

VISITORS have the option of messing either in TOKYO or YOKOHAMA, without extra charge—THE ONLY HOTEL OFFERING SUCH AN ADVANTAGE. EUROPEAN HAIR DRESSER on the Premises.

Certified Guides are in attendance at both Hotels.

THE CLUB HOTEL COMPANY, LIMITED, PROPRIETORS.

C. T. BENNEY, Manager, *YOKOHAMA.* | L. DEWETTE, Manager, *TOKYO.* [160

MEE CHEUNG,
PHOTOGRAPHER,
TOP FLOOR OF ICE HOUSE, IN *Ice-House Road.*

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September, 1894. [29

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. 826

SIEN TING,
SURGEON DENTIST,
No. 10, D'AGUILAR STREET.
TERMS VERY MODERATE,
Consultation free.

Hongkong, 27th September, 1894. [394

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,
Surgeon Dentist,
(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),
HAS REMOVED
TO
THE BANK BUILDINGS,
QUEEN'S ROAD,
(Opposite Hongkong Hotel).

CONSULTATION FREE

Hongkong, 27th July, 1891. [24

A CURE FOR ASTHMA!!!
GRIMAULT'S
INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice, Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & CO., Paris, Sold by all Chemists.

GRIMAULT'S
Matico Capsules
AND INJECTION

The most eminent Physicians prescribe Grimault's Matico as the most active and at the same time the most inoffensive remedy in the treatment of Acute and Chronic Discharges. These Capsules, unlike Copaiba, have not the inconvenience of producing Nausea.

MATICO INJECTION is used in recent AND
MATICO CAPSULES in the more chronic cases

GRIMAULT & Co., Paris. Sold by all Chemists.

To be Let.

TO LET.

DWELLING HOUSES:—
HOUSES in RIPON TERRACE.
GROUND FLOOR of No. 2 BLUE BUILDINGS.
No. 5, KNUTSFORD TERRACE, KOWLOON.
No. 9, CHANCERY LANE.
"LARKSPUR" in RICHMOND ROAD.
OFFICES:—
FIRST FLOOR No. 7, PRAYA CENTRAL, lately occupied by Messrs. HOLLIDAY, WISE & Co.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 27th August, 1895. 17

TO LET.

THE RETREAT, CASTLE ROAD.
Apply to
LINSTEAD & DAVIS.

Hongkong, 26th August, 1895. [1154

TO LET.

TWO SMALL OFFICES in VICTORIA BUILDING.
No. 4, OLD BAILEY STREET, Six Roomed Dwelling House.
Apply to
DAVID SASSOON, SONS & Co.

Hongkong, 14th August, 1895. [786

Hotels.

THE STAG HOTEL,
(ESTABLISHED 1857),
148 & 150, QUEEN'S ROAD CENTRAL.

GOOD ACCOMMODATION.
MODERATE PRICES.

H. C. SHERMAN,
Manager.

Hongkong, 27th June, 1895. [844

FUJIYA HOTEL,
MIYANOSHITA,
HAKONE.
Four and a half hours from Yokohama.

FIRST-CLASS ACCOMMODATION.
NATURAL HOT SPRINGS.

THE ELECTRIC LIGHT IN ALL THE BUILDINGS.

TWO ENGLISH BILLIARD TABLES.

EXCELLENT CUISINE.

SPECIAL RATES MADE FOR A PROLONGED STAY.

S. N. YAMAGUCHI,
1061] Proprietor

WINDSOR HOTEL,
HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM,
Proprietor & Manager.

Hongkong, 3rd April, 1895. [420

PEAK HOTEL.

OPEN ALL THE YEAR ROUND.

THIS commodious and well appointed HOTEL, situated at a height of 1,250 feet above sea-level, has just been thoroughly re-decorated, renovated and re-furnished, and a NEW WING has been built, which commands magnificent Views of the Harbour and mainland of China.

SPECIAL SUMMER RATES,
(FROM APRIL 1ST TO OCTOBER 31ST).

One person, per day.....$ 4.00
One person, per month$75 to 90.00
Married couple (occupying one room) per day 7.00
Married couple (occupying one room) per month..... 150.00
Married couple (occupying two rooms) per month 170.00

For further particulars, apply to
THE MANAGER,
New Victoria Hotel.

Hongkong, 16th March, 1895. [26

THOMAS' GRILL ROOMS,
No. 8, QUEEN'S ROAD CENTRAL.

I AM happy to inform my PATRONS that in connection with the GRILL ROOM, I have secured the 1ST FLOOR recently occupied by the CHINA FIRE INSURANCE COMPANY (above the present GRILL ROOM) and have fitted it up for

LADIES' DINING ROOMS,

with all conveniences attached. I am also now prepared to serve

DINNERS, TIFFINS AND SUPPERS

to Parties when Ordered distinct from the ordinary GRILL ROOM.

DAILY NEWSPAPERS AND PERIODICALS.

Hongkong, 30th April, 1895. [584

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

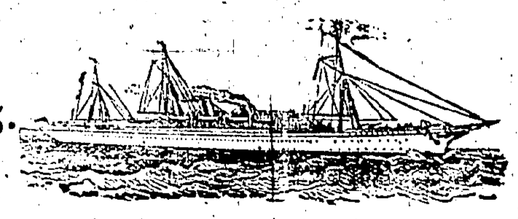
PRICES VERY MODERATE.

ORDERS respectfully solicited by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central,
Hongkong, 3rd January, 1894. [98

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1895.  1895.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 4th September.
EMPRESS OF JAPAN...Comdr. G. A. Lee, R.N.R.....WEDNESDAY, 2nd October.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 30th October.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia, *via* Honolulu, and Sydney to Hongkong *via* Brisbane and Torres Straits, Good for 9 months, £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

Hongkong, 14th August, 1895. D. E. BROWN, General Agent, *Pedder's Street.* [3

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Belgic (via Nagasaki, Kobe, Inland Sea & Yokohama) } Saturday, 28th Sept., at Noon.
Coptic (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) } Thursday, 17th Oct., at Noon.
Gaelic (via Nagasaki, Kobe, Inland Sea & Yokohama) } Tuesday, 5th Nov., at Noon.

THE Steamship

"BELGIC"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA on SATURDAY, the 28th Sept., at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 26th August 1895. [2

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SOFT SOAP. "JEYES' FLUID" THE BEST DISINFECTANT. DISINFECTANT SOAPS.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1894. 10

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea, and Yokohama) } Saturday, 7th Sept., at Noon.
China (via Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) } Tuesday, 17th Sept., at Noon.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama) } Tuesday, 8th Oct., at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING"

will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on SATURDAY, the 7th Sept., at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central,

J. S. VAN BUREN, Agent.

Hongkong, 17th August, 1895. [1

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,
PRAYA CENTRAL, HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND,
HARTMANN'S GREY PAINT.
DAIMLER'S PATENT MOTOR LAUNCHES.
&c., &c., &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICE

Hongkong, 16th July, 1895. [949

Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON $400.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK $350.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA $225.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Victoria	3,167	Tuesday ...	Sept. 17.
Hankow	3,694	Tuesday ...	Oct. 8.
Tacoma	2,549	Tuesday ...	Oct. 20.
Victoria	3,167	Tuesday ...	Nov. 19.

THE Steamship

"VICTORIA,"

Captain Panton, sailing at Noon, on TUESDAY, the 17th September, will proceed to VICTORIA, B.C., and TACOMA, *via* SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.,
General Agents.

Hongkong, 28th August, 1895. 4

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1895.
(Subject to Alteration.)

Mount Lebanon	Saturday	14th Sept.
Altmore	Tuesday	15th Oct.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"

will be despatched hence for PORTLAND, OREGON, *via* KOBE and YOKOHAMA, on SATURDAY, the 14th September.

Consular Invoice of Goods for United States Points should be in QUADRUPLICATE: and one Copy must be sent forward by the Steamer to the care of the GENERAL FREIGHT AGENT, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & Co.,
Agents.

Hongkong, 17th August, 1895. [924

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS:
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Oldenburg	Monday ...	16th Sept.	
Karlsruhe	Monday ...	14th Oct.	
Prinz Heinrich ...	Monday ...	11th Nov.	
Preussen	Monday ...	9th Dec.	
Sachsen	Monday ...	6th Jan.	
Gera	Monday ...	3rd Feb.	

ON MONDAY, the 16th day of September, 1895, at 3 P.M. the Company's Steamship "OLDENBURG," Captain Heinzs, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on SATURDAY, the 14th Sept. Cargo and Specie will be received on board until NOON on MONDAY the 16th Sept. and Parcels will be received at the Agency's Office until NOON on SUNDAY, the 15th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to.

MELCHERS & Co.,
Agents.

Hongkong, 23rd August, 1895. [1140

Printed and Published by CHESNEY DUNCAN at No. 6, Pedder's Hill, in the city of Victoria, Hongkong.